

§ 47.19

§ 47.19 FAA Aircraft Registry.

Each application, request, notification, or other communication sent to the FAA under this part must be mailed to the FAA Aircraft Registry, Department of Transportation, Post Office Box 25504, Oklahoma City, Oklahoma 73125, or delivered to the Registry at 6400 South MacArthur Boulevard, Oklahoma City, Oklahoma.

[Doc. No. 13890, 41 FR 34009, Aug. 12, 1976]

Subpart B—Certificates of Aircraft Registration

§ 47.31 Application.

(a) Each applicant for a Certificate of Aircraft Registration must submit the following to the FAA Aircraft Registry—

(1) The original (white) and one copy (green) of the Aircraft Registration Application, AC Form 8050-1;

(2) The original Aircraft Bill of Sale, ACC Form 8050-2, or other evidence of ownership authorized by §§ 47.33, 47.35, or 47.37 (unless already recorded at the FAA Aircraft Registry); and

(3) The fee required by § 47.17.

The FAA rejects an application when any form is not completed, or when the name and signature of the applicant are not the same throughout.

(b) After he complies with paragraph (a) of this section, the applicant shall carry the second duplicate copy (pink) of the Aircraft Registration Application, AC Form 8050-1, in the aircraft as temporary authority to operate it without registration. This temporary authority is valid until the date the applicant receives the certificate of the Aircraft Registration, AC Form 8050-3, or until the date the FAA denies the application, but in no case for more than 90 days after the date the applicant signs the application. If by 90 days after the date the applicant signs the application, the FAA has neither issued the Certificate of Aircraft Registration nor denied the application, the FAA aircraft Registry issues a letter of extension that serves as authority to continue to operate the aircraft without registration while it is carried in the aircraft.

(c) Paragraph (b) of this section applies to each application submitted

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under paragraph (a) of this section, and signed after October 5, 1967. If, after that date, an applicant signs an application and the second duplicate copy (pink) of the Aircraft Registration Application, AC Form 8050-1, bears an obsolete statement limiting its validity to 30 days, the applicant may strike out the number “30” on that form, and insert the number “90” in place thereof.

[Doc. No. 7190, 31 FR 4495, Mar. 17, 1966; 31 FR 5483, Apr. 7, 1966, as amended by Amdt. 47-6, 33 FR 11, Jan. 3, 1968; Amdt. 47-15, 37 FR 21528, Oct. 12, 1972; Amdt. 47-16, 37 FR 25487, Dec. 1, 1972]

§ 47.33 Aircraft not previously registered anywhere.

(a) A person who is the owner of an aircraft that has not been registered under the Federal Aviation Act of 1958, under other law of the United States, or under foreign law, may register it under this part if he—

(1) Complies with §§ 47.3, 47.7, 47.8, 47.9, 47.11, 47.13, 47.15, and 47.17, as applicable; and

(2) Submits with his application an aircraft Bill of Sale, AC Form 8050-2, signed by the seller, an equivalent bill of sale, or other evidence of ownership authorized by § 47.11.

(b) If, for good reason, the applicant cannot produce the evidence of ownership required by paragraph (a) of this section, he must submit other evidence that is satisfactory to the Administrator. This other evidence may be an affidavit stating why he cannot produce the required evidence, accompanied by whatever further evidence is available to prove the transaction.

(c) The owner of an amateur-built aircraft who applies for registration under paragraphs (a) and (b) of this section must describe the aircraft by class (airplane, rotorcraft, glider, or balloon), serial number, number of seats, type of engine installed, (reciprocating, turbopropeller, turbojet, or other), number of engines installed, and make, model, and serial number of each engine installed; and must state whether the aircraft is built for land or water operation. Also, he must submit as evidence of ownership an affidavit giving the U.S. identification number, and stating that the aircraft was built from